aircraft or engine if such aircraft or engine has been exempted from such standard under this part.

Subpart B—Engine Fuel Venting Emissions (New and In-Use Aircraft Gas Turbine Engines)

§ 34.10 Applicability.

(a) The provisions of this subpart are applicable to all new aircraft gas turbine engines of classes T3, T8, TSS, and TF equal to or greater than 36 kilonewtons (8090 pounds) rated output, manufactured on or after January 1, 1974, and to all in-use aircraft gas turbine engines of classes T3, T8, TSS, and TF equal to or greater than 36 kilonewtons (8090 pounds) rated output manufactured after February 1, 1974.

(b) The provisions of this subpart are also applicable to all new aircraft gas turbine engines of class TF less than 36 kilonewtons (8090 pounds) rated output and class TP manufactured on or after January 1, 1975, and to all in-use aircraft gas turbine engines of class TF less than 36 kilonewtons (8090 pounds) rated output and class TP manufactured after January 1, 1975.

§ 34.11 Standard for fuel venting emissions.

(a) No fuel venting emissions shall be discharged into the atmosphere from any new or in-use aircraft gas turbine engine subject to the subpart. This paragraph is directed at the elimination of intentional discharge to the atmosphere of fuel drained from fuel nozzle manifolds after engines are shut down and does not apply to normal fuel seepage from shaft seals, joints, and fittings.

(b) Conformity with the standard set forth in paragraph (a) of this section shall be determined by inspection of the method designed to eliminate these emissions.

(c) As applied to an airframe or an engine, any manufacturer or operator may show compliance with the fuel venting and emissions requirements of this section that were effective beginning February 1, 1974 or January 1, 1975, by any means that prevents the intentional discharge of fuel from fuel nozzle manifolds after the engines are shut down. Acceptable means of compliance include one of the following:

(1) Incorporation of an FAA-approved system that recirculates the fuel back into the fuel system.

(2) Capping or securing the pressurization and drain valve.

(3) Manually draining the fuel from a holding tank into a container.

Subpart C—Exhaust Emissions (New Aircraft Gas Turbine Engines)

§ 34.20 Applicability.

The provisions of this subpart are applicable to all aircraft gas turbine engines of the classes specified beginning on the dates specified in § 34.21.

§ 34.21 Standards for exhaust emissions.

(a) Exhaust emissions of smoke from each new aircraft gas turbine engine of class T8 manufactured on or after February 1, 1974, shall not exceed a smoke number (SN) of 30.

(b) Exhaust emissions of smoke from each new aircraft gas turbine engine of class TF and of rated output of 129 kilonewtons (29,000 pounds) thrust or greater, manufactured on or after January 1, 1976, shall not exceed

$SN = 83.6\ (rO) - 0.274$ (rO is in kilonewtons).

(c) Exhaust emission of smoke from each new aircraft gas turbine engine of class T3 manufactured on or after January 1, 1978, shall not exceed a smoke number (SN) of 25.

(d) Gaseous exhaust emissions from each new aircraft gas turbine engine shall not exceed:

(1) For Classes TF, T3, T8 engines greater than 26.7 kilonewtons (6000 pounds) rated output:

(i) Engines manufactured on or after January 1, 1984:

Hydrocarbons: 19.6 grams/kilonewton r0.

(ii) Engines manufactured on or after July 7, 1997.

Carbon Monoxide: 118 grams/kilonewton r0.

(iii) Engines of a type or model of which the date of manufacture of the first individual production model was on or before December 31, 1995, and for

which the date of manufacture of the individual engine was on or before December 31, 1999:

Oxides of Nitrogen: (40+2(rPR)) grams/kilonewtons r0.

(iv) Engines of a type or model of which the date of manufacture of the first individual production model was after December 31, 1995, or for which the date of manufacture of the individual engine was after December 31, 1999:

Oxides of Nitrogen: (32+1.6 (rPR)) grams/kilonewtons r0.

(v) The emission standards prescribed in paragraphs (d)(1)(iii) and (iv) of this section apply as prescribed beginning July 7, 1997.

(vi) The emission standards of this paragraph apply as prescribed after December 18, 2005. For engines of a type or model of which the first individual production model was manufactured after December 31, 2003:

(A) That have a rated pressure ratio of 30 or less and a maximum rated output greater than 89 kilonewtons: Oxides of Nitrogen: (19 + 1.6 (rPR)) grams/kilonewtons rO.

(B) That have a rated pressure ratio of 30 or less and a maximum rated output greater than 26.7 kilonewtons but not greater than 89 kilonewtons: Oxides of Nitrogen: (37.572 + 1.6(rPR) −0.2087(rO)) grams/kilonewtons rO.

(C) That have a rated pressure ratio greater than 30 but less than 62.5, and a maximum rated output greater than 89 kilonewtons: Oxides of Nitrogen (7 + 2(rPR)) grams/kilonewtons rO.

(D) That have a rated pressure ratio greater than 30 but less than 62.5, and a maximum rated output greater than 26.7 kilonewtons but not greater than 89 kilonewtons: Oxides of Nitrogen: (42.71 + 1.4286(rPR) − 0.4013(rO) + 0.00642(rPR x rO)) grams/kilonewtons rO.

(E) That have a rated pressure ratio of 62.5 or more: Oxides of Nitrogen: (32 + 1.6 (rPR)) grams/kilonewtons rO.

(2) For Class TSS Engines manufactured on or after January 1, 1984:

Hydrocarbons=140 $(0.92)^{rPR}$ grams/kilonewtons r0.

(e) Smoke exhaust emissions from each gas turbine engine of the classes specified below shall not exceed:

(1) Class TF of rated output less than 26.7 kilonewtons (6000 pounds) manufactured on or after August 9, 1985

$SN=83.6(rO)^{-0.274}$ (rO is in kilonewtons) not to exceed a maximum of SN=50.

(2) Classes T3, T8, TSS, and TF of rated output equal to or greater than 26.7 kilonewtons (6000 pounds) manufactured on or after January 1, 1984

$SN=83.6(rO)^{-0.274}$ (rO is in kilonewtons) not to exceed a maximum of SN=50.

(3) For Class TP of rated output equal to or greater than 1,000 kilowatts manufactured on or after January 1, 1984:

$SN=187(ro)^{-0.168}$ (ro is in kilowatts)

(f) The standards set forth in paragraphs (a), (b), (c), (d), and (e) of this section refer to a composite gaseous emission sample representing the operating cycles set forth in the applicable sections of subpart G of this part, and exhaust smoke emissions emitted during operations of the engine as specified in the applicable sections of subpart H of this part, measured and calculated in accordance with the procedures set forth in those subparts.

[Doc. No. 25613, 55 FR 32861, Aug. 10, 1990; 55 FR 37287, Sept. 10, 1990, as amended by Amdt. 34–3, 64 FR 5559, Feb. 3, 1999; Amdt. 34–4, 74 FR 19127, Apr. 28, 2009]

Subpart D—Exhaust Emissions (In-use Aircraft Gas Turbine Engines)

§ 34.30 Applicability.

The provisions of this subpart are applicable to all in-use aircraft gas turbine engines certificated for operation within the United States of the classes specified, beginning on the dates specified in § 34.31.

§ 34.31 Standards for exhaust emissions.

(a) Exhaust emissions of smoke from each in-use aircraft gas turbine engine of Class T8, beginning February 1, 1974, shall not exceed a smoke number (SN) of 30.

(b) Exhaust emissions of smoke from each in-use aircraft gas turbine engine